



Congress of the United States
House of Representatives
Washington, DC 20515-0917

May 17, 2021

The Honorable Michael S. Regan
Administrator
U.S. Environmental Protection Agency
Office of the Administrator 1101A
1200 Pennsylvania Avenue, NW
Washington, DC, 20460

Dear Administrator Regan,

I write to you concerned about the implementation of tier 4 emissions standards on nonroad diesel engines. Specifically, the lack of flexibility for agricultural vehicles imposes an exorbitant burden on American agriculture. Further, given the lack of corresponding harmonizing regulation with competitors such as Mexico it further puts the United States at a comparative disadvantage in the agricultural markets.

As you know, the current regulation imposes strict demands on the diesel engines that raises the complexity of design. With the lack of an exemption or flexibility for agricultural vehicles, this makes it more expensive to purchase tractors as compliance costs rise. This in turn is driving an increase in the pursuit of older farm equipment as a way to maintain profitability in the face of burdensome regulations. The irony should not be lost on us as EPA regulations are increasing the auction price of older and less efficient vehicles.

As an example of our competition, Mexican regulations on diesel are still not comparable to that imposed by the United States. On sulfur content, their maximum allowable sulfur content for agricultural diesel is 500 ppm, while standards in the United States have moved towards 15 ppm. Differences such as this allows Mexican agricultural producers to avoid the increases in equipment and maintenance costs and, in part, enables the practice of agriculture dumping.

For American farmers to do their part in the protecting the environment, they must remain solvent. I strongly urge you to revise the standards on nonroad diesel engines to allow for more flexibility for American agriculture. I look forward to your response on this matter.

Sincerely,

W. Gregory Steube